

**SR 161 Stakeholder Committee Meeting #4**  
**Eatonville Elementary School Library – August 12, 2003**  
**Meeting Summary**

**Attendees:**

Barb Lemay  
Bobbi Allison  
Shawn Phelps

Jim Halmo  
Rosana Hefley  
Mart Kask

Sandi Anderson  
Harold Hefley  
Phillip Beach

**Staff:**

John Donahue  
Lynn Hakes

Vicki Steigner

Katie Hesterberg

**Introductions:**

The meeting began at 6:00 pm. John Donahue greeted the committee members and introduced the newest WSDOT Route Development Team Member, Lynn Hakes.

**Standards and Deviations:**

Katie Hesterberg presented information regarding WSDOT design standards such as shoulder widths, clear zones, bridges, intersection angles, shoulder slopes, etc. and that there were instances when full design level applied and when modified design levels were acceptable. Committee members continued to have concerns about where 2-foot shoulders were warranted and whether all the shoulders along this route were at least 2 feet in width. There was also concern expressed about short segments of the roadway where the slope of the shoulder seemed too steep and the depth of the ditch seemed dangerous.

Vicki Steigner presented information about access classifications, auxiliary lanes and median barriers. She explained that there are five different access classifications. Class 2 highways, 4 lanes or greater, need median control, and that the Graham hill segment would warrant median barriers. One of the median barrier options for a 4-lane section would be divided highway with a 40-foot grassy median. However, this option would affect all parcels fronting the highway where the additional lanes would be added due to the need for additional right of way. Vicki also explained that under certain circumstances deviations from the standards could be justified. Vicki also indicated that within the city limits, the local agency has jurisdictions over access control. The question was asked if the Eatonville bypass routes could be designated as full limited access to limit congestion. In this case all rights to access the state highway would be purchased from adjacent property owners in the same way that water rights or mineral rights can be sold. Although this could be done to protect the new route from development, it would greatly increase the cost of the project and make it harder for the project to get funding. John Donahue explained the concept of route continuity and its impact on safety. Roadway characteristics should be as consistent as possible along a route so as not to surprise a driver with sudden transitions. Items, which are components of continuity, include roadside activity, access, grades, landscape, and traffic volume.

**Results of Analysis:**

John Donahue presented the results of the analysis of the solutions proposed for the study area. For the purposes of discussion, the study area was broken down into 6 sections.



In the first segment, MP 0.0 to MP 3.04, the level of service is adequate, and no action is recommended.

For the section from MP 3.04 to MP 3.33, Eatonville, a traffic signal at Center Street could resolve congestion in 2020. However, recommendations were withheld, as the plans for this area need to be consistent with the Comprehensive Plan, which has not yet been completed. There was discussion regarding projected growth of the area and the use of the highway for recreational purposes such as sightseeing at Mt. Rainier and hunting and fishing. Some felt that the peak hour for traffic volume was not during commuter hours, but on weekends. Vicki explained what criteria WSDOT used when designing for traffic volumes. The bypass routes were discussed briefly, and it was suggested any decision to build a bypass is best addressed in comprehensive planning process due to its heavy influence on the economics and lifestyle of the town.

From MP 3.33 to MP 6.12, passing and climbing lanes with turn lanes at appropriate intersections were recommended. Comments were also acknowledged about the awkward intersection configuration regarding Ski Park Road and Ohop Extension Road and a possibly non-standard area of superelevation. Context sensitive design was discussed at this point, including enhancements that might be made to indicate this stretch of road is the gateway to Eatonville.

From MP 6.12 to 13.12, the recommendation is that a corridor study needed to determine the best outcome in this area. Two passing lanes and a climbing lane are recommended on the current alignment. However, there appears to be some viable routes over which a bypass would be feasible. Sight problems were also acknowledged at the North and South Clear Lake Road intersections. A corridor study would offer the neighborhood opportunity to participate in determining the best way to resolve the congestion and safety issues with minimal impact to the environment and community.

The last two sections, MP 13.12 to MP 16.13, and MP 16.13 to MP 17.58 were discussed together. The recommendation is for three lanes (passing and climbing) in the first section, and for a 4-lane roadway divided by a median in the last section. Concern was expressed about the sight distance in the vicinity of 274<sup>th</sup>, however, it appears that those concerns would be addressed during the construction of the recommended solutions. Concern remains about flooding problems in the vicinity of 304<sup>th</sup>.

It was felt by the group that there will be opposition to the median barriers in the proposed 4-lane section, both by the residents and businesses along this stretch, and by emergency service providers. Several suggestions were offered such as providing a two way center turn lane, adding right turn lanes at selected intersections, reducing the speed limit, and providing highway marking/signs. It was felt that this issue should be discussed at the Graham Community Planning meeting next week in an effort to actively include the area residents in the discussion.

#### **Next Meeting:**

Scheduling for the September Stakeholder Committee meeting was discussed. The next meeting will be held on Tuesday, September 9<sup>th</sup>, at the Eatonville Elementary School Library. The meeting concluded at approximately 8:15pm.

